ATTACHMENT A

T2035 Equity Analysis Proposed Indicators: Further Discussion

This handout lists some of the questions each indicator will attempt to answer. Examples built from data from the Transportation 2030 Analysis are included to illustrate how these would work under the T2035 Plan Alternatives.

Measurements marked with ** will have further discussion at the April 15 meeting, to consider more in-depth kinds of analysis to supplement what is presented here. These could include mapping, "drilling down" to individual communities of concern, taking into account base-year conditions, and/or more complex modeling methods.

2. Access to Jobs (Including Access to Low-Income Jobs) within 30 Minutes**

Does the number of jobs accessible within 30 minutes increase under the T2035 Plan, relative to the No Project alternative? Do communities of concern receive similar or better accessibility improvements than the rest of the Bay Area? Does accessibility by transit improve similarly or better than accessibility by auto?

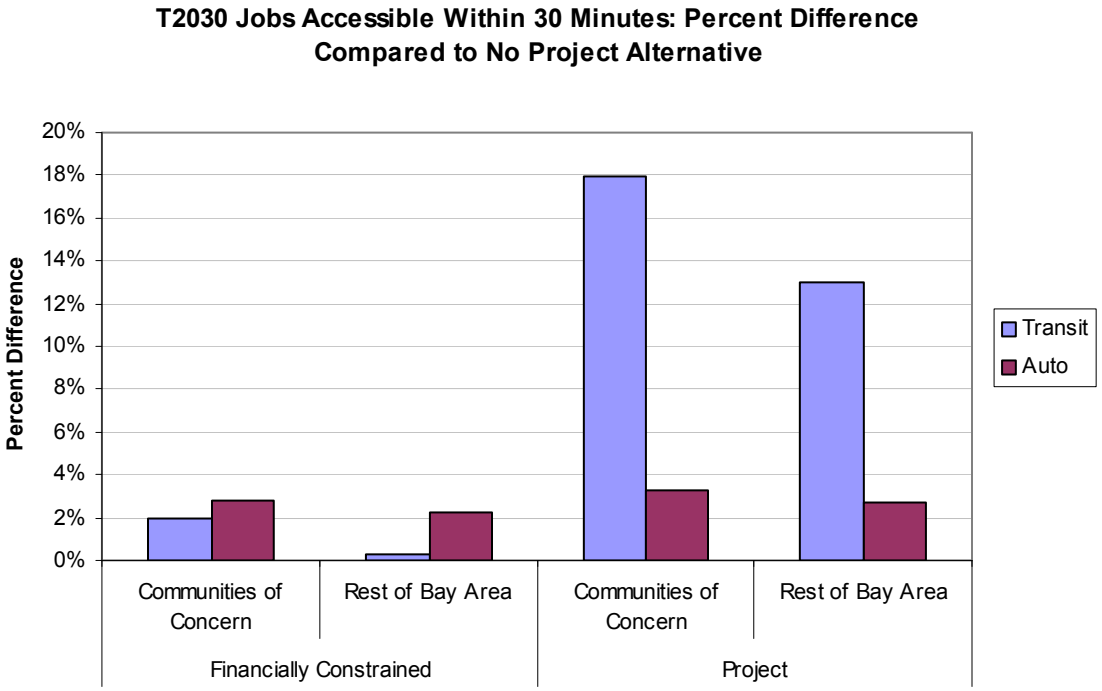
Following is some accessibility data from the T2030 Equity Analysis Report:

Table A.1

Accessibility to Jobs: Minority & Low-Income Communities

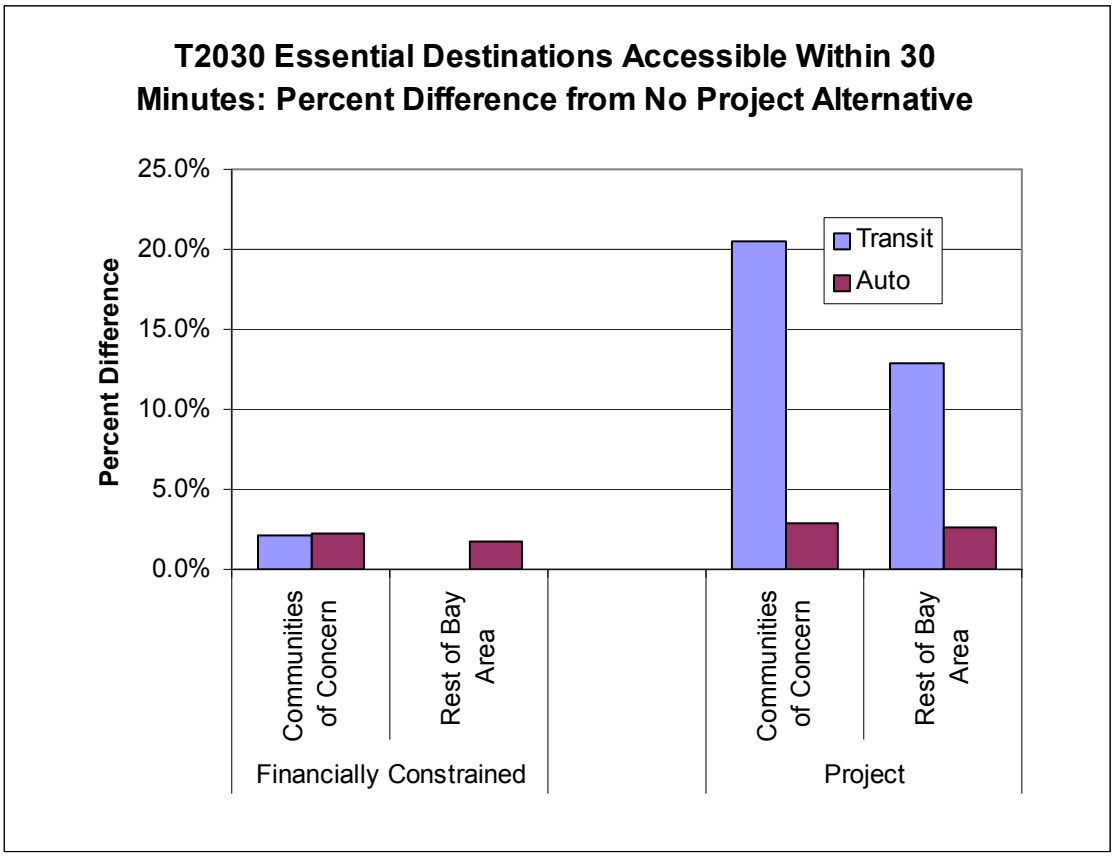
	2000 Base	No Project	Financially Constrained	Project	TRANSDEF
Communities of Concern					
Number of Jobs Accessible by Auto					
Within 15 minutes	140,202	171,334	175,199	174,734	195,274
Within 30 minutes	573,276	663,097	681,578	684,480	717,838
Within 45 minutes	1,082,431	1,244,181	1,279,546	1,288,391	1,320,074
Number of Jobs Accessible by Transit					
Within 15 minutes	9,818	13,054	13,354	14,730	19,434
Within 30 minutes	65,843	91,253	93,069	107,654	125,923
Within 45 minutes	199,484	262,777	269,358	320,453	348,639
Remainder of Bay Area Communities					
Number of Jobs Accessible by Auto					
Within 15 minutes	93,820	109,666	111,164	110,835	122,630
Within 30 minutes	428,755	493,923	505,159	507,524	544,560
Within 45 minutes	899,615	984,620	1,009,308	1,019,707	1,083,440
Number of Jobs Accessible by Transit					
Within 15 minutes	2,682	3,753	3,781	4,167	6,130
Within 30 minutes	28,947	39,416	39,519	44,547	58,197
Within 45 minutes	104,462	129,333	130,515	152,075	176,971

Here is a way to capture some of that data to try to answer the questions above.



Alternative: Increase range to 45 minutes

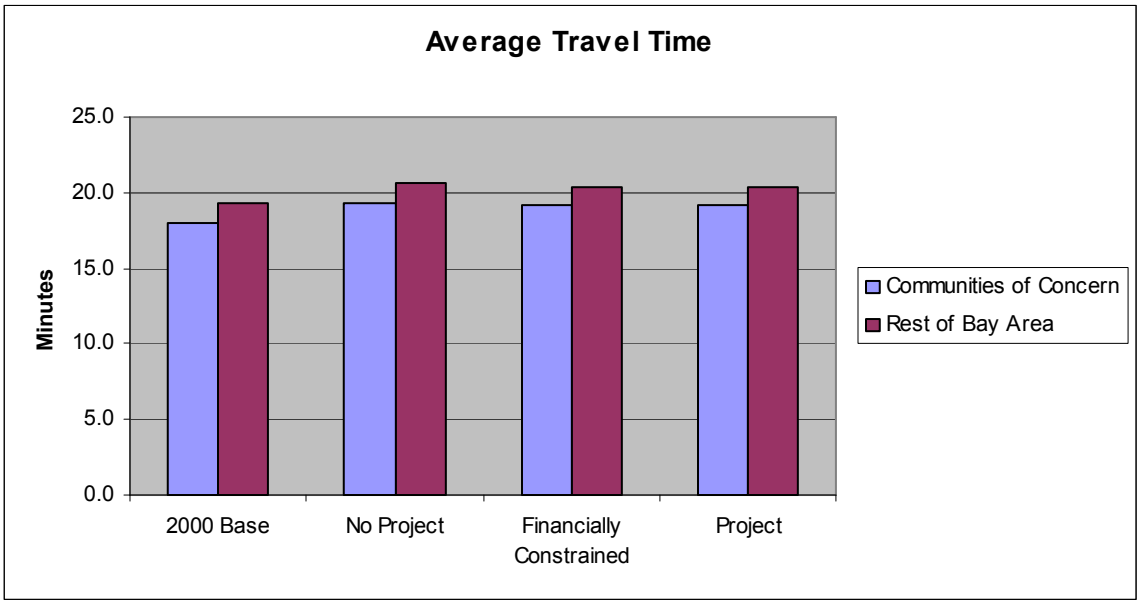
3. Access to Essential Destinations within 15 Minutes (Schools within 30 Minutes)**
Does the number of essential destinations (food stores, health services, social services, post offices, banks) accessible within 15 minutes (30 minutes for schools) increase under the T2035 Plan? Do communities of concern receive similar or better accessibility improvements than the rest of the Bay Area, compared to the No Project alternative? Does accessibility by transit improve similarly or better than accessibility by auto?



Alternative: Increase range to 30 minutes for all destinations

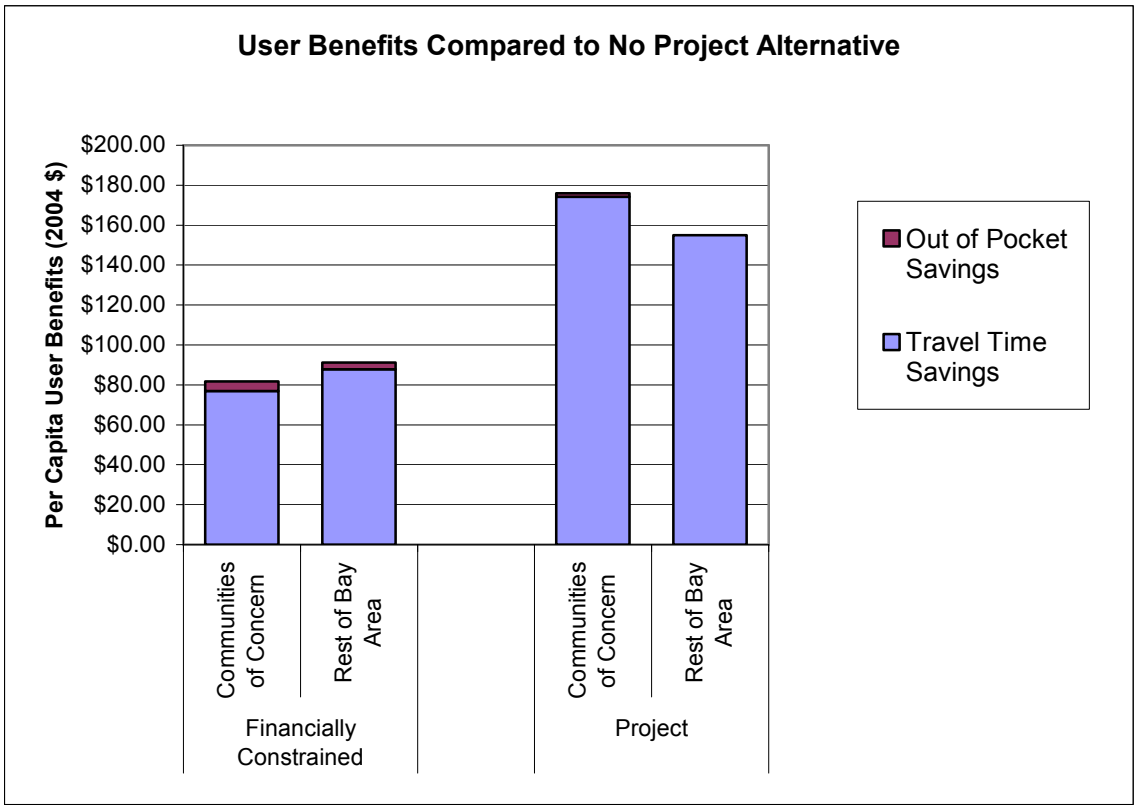
4. Average Travel Time (Mobility)

Is average travel time less under the T2035 Plan than the No Project alternative? Do communities of concern receive similar or better mobility improvements under the plan than the rest of the Bay Area?



5. User Benefits

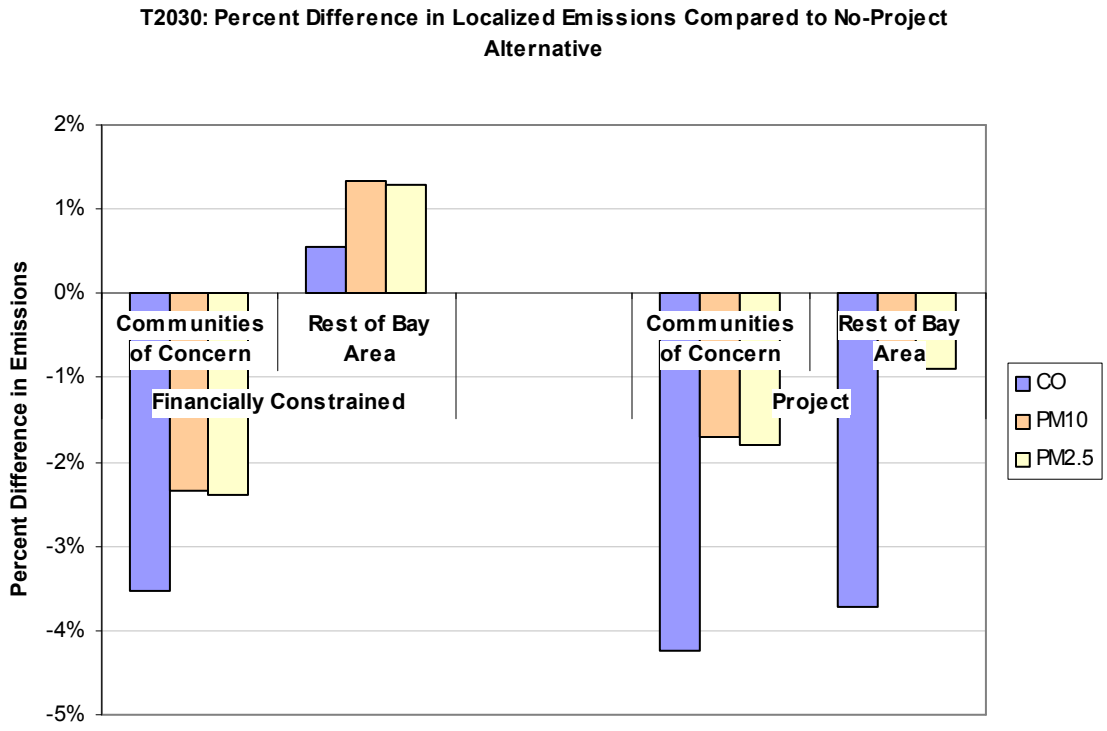
On a per capita annual basis relative to the No Project alternative, do people in communities of concern receive greater monetary savings in terms of the value of their time spent traveling as well as their out-of-pocket expenses than the rest of the Bay Area?



Alternative: Only measure out-of-pocket savings

6. Localized Pollutants**

Is the amount of localized pollutants less under the T2035 Plan than the No Project alternative? Do communities of concern receive less impact from localized pollutants under the plan than the rest of the Bay Area?



Alternative: Measure daily vehicle miles of travel (VMT) rather than emissions